

Overall OBAG and CMAQ Eligibility		C/CAG OneBayArea Grant (OBAG) Call for Projects Guidelines Fiscal Years 2013/2014 – 2015/2016	
MTC OBAG Program Goals	MTC's funding approach to better integrate the region’s federal transportation program with California’s climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. OBAG program goals direct funding to reward local agencies that support regional land-use and housing policies.		
70% of OBAG Funds spent in PDAs	MTC requires a minimum of 70% of all OBAG funds be invested in ABAG approved Priority Development Areas (PDAs).		
Timely Use of Funds	Countywide, half of all OBAG funds must be submitted for construction obligation by January 1, 2015. All Preliminary Engineering (PE) funds must be submitted for obligation by January 1, 2015. All remaining OBAG funds must be submitted for construction obligation by January 1, 2016.		
Single Point of Contact	Every recipient of funds will need to identify a single point of contact for the implementation of all FHWA administered funds within that agency. This person must have sufficient knowledge in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out.		
Bicycle and Pedestrian Improvements		Transportation for Livable Communities	
Program Goals	<ul style="list-style-type: none"><li>• Encourage active transportation.</li><li>• Build out the bicycle and pedestrian network.</li><li>• Reduce vehicle trips.</li></ul>	<ul style="list-style-type: none"><li>• Create enjoyable and safe multi modal experiences.</li><li>• Facilitate multi modal mobility.</li><li>• Enhance connections between alternative modes of transportation.</li><li>• Enhancements that create a "sense of place" to downtown areas, commercial cores, high density neighborhoods, and transit corridors.</li></ul>	
Eligible Types of Projects	<ul style="list-style-type: none"><li>• New construction and major reconstructions of paths, tracks, or areas for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest.</li><li>• Permanent bicycle racks.</li><li>• Other improvements include bulb outs, sidewalk widening, cross walk enhancements, audible signal modification, mid-block crossings, pedestrian street lighting, pedestrian medians and refuges.</li><li>• Signal modification for bicycle detection.</li><li>• Secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas</li><li>• Outreach and educational programs.</li></ul> <p>* Note: Fund source is intended to reduce vehicle trips and must not fund exclusively recreational projects.</p>	<ul style="list-style-type: none"><li>• A combination of streetscape improvements such as improved sidewalks, street furniture and fixtures, pedestrian scaled lighting, way finding signage, landscaping, and bicycle pedestrian treatments that create a "sense of place."</li><li>• Other improvements include bulb outs, sidewalk widening, cross walk enhancements, audible signal modification, mid-block crossings, pedestrian street lighting, pedestrian medians and refuges.</li><li>• Streetscape improvements should strengthen the connections and facilitate the use of alternate modes of transportation.</li><li>• Storm water management as part of a streetscape project (drainage, costs associated with on-site storm water management, permeable pavement).</li></ul>	
Minimum Screening Requirements			
CMAQ	Project must be for new or expanded transportation project. Maintenance projects are not allowed.		
Construction Phase	Project cannot be a design only project. Project funds may cover some design cost but project must include a fully funded construction phase. Non-infrastructure projects (e.g. Educational and Outreach) are federally categorized as a construction phase.		
Map project location in relation to a PDA	All project locations must be mapped. Projects not located directly in a PDA must show where project is located in proximity to a PDA. See definition of "proximate access to a PDA" on call for projects announcement. See scoring criteria for further information.		
Online Complete Street Checklist	The Complete Streets online checklist must be completed for each project application.		
Minimum Local Match	Federally required 11.47% of total project cost in local funds (non-federal).		
Local Match Limitations	No "In-kind" match allowed. The minimum cash match is required for each "obligated" phase.		
Eligible Applicants	Federally recognized local agencies in San Mateo County (e.g. Cities, County, San Mateo County Transportation Authority, San Mateo County Transit District)		
Minimum/ Maximum Grant Size	Minimum \$250,000 per project*. Maximum allowable grant funds per jurisdiction is \$1,000,000 (for both programs).		
Housing Element	Applicant agency is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. A city may also provide a time extension approval from the Joint MTC Planning / ABAG Administrative Committee, however funds will not be programmed until the housing element is approved by HCD.		
Complete Streets Resolution or Letter	Applicant agency must address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008. C/CAG will accept a letter of certification from jurisdiction's whose general plan is in compliance with the Complete Streets Act of 2008.		
Scoring Criteria			Maximum Score
Location in relation to a Priority Development Area	Projects are located in a PDA or in Proximity to a PDA (Note: MTC mandates that 70% of all OBAG funds are to be located in a PDA or in proximate access to a PDA) (In a PDA -10pts, In proximate access to a PDA -5pts)		10
	Jurisdiction formula based on MTC OBAG distribution factors, which is based on population, RHNA, and housing production.		1 to 5
	Project is located in or near an affordable housing PDA.		2
Location in a BAAQMD CARE Communities	If project is in a BAAQMD defined CARE community, mitigation measures are in place to reduce resident exposure to particulate matter.		-2 to 2
Community of Concern	Project location in relation to Communities of Concern (COC) as defined by MTC or locally identified as part of Community based Transportation Plans. Project is identified in one of the Community Based Transportation Plans developed in San Mateo County or the Countywide Transportation Plan for Low Income Communities. (Project is in a CBTP -10pts, Project is located in a COC -5pts)		10
User Benefit	Project has a high need Project is a safety project Project is expected to have high use Project is expected to have a high return on investment Project meets the intent and goals of the program (Bike/Ped or TLC).		18
Planning	Project is listed in an adopted planning document (e.g. bike plan, pedestrian plan, or area planning document).		5
Connectivity	Project connects or improves access to housing/ jobs/ "high quality" transit Project connects a gap in a bicycle or pedestrian network. Project encourages multi modal access with a "complete streets" approach.		18
Support	Project has council approval and community support.		10
Match Funds	Project exceeds the minimum match for the project (11.47-20% -2pts, 21-30%-5pts, 30%-40 -7 pts, 40%+- 10pts)		10
Readiness	Project is free of Right of Way complications (project has secured encroachment permits, or is entirely on city property)		5
	Project has secured all regulatory agency permits (e.g. BCDC, RWQCB, CCC, USFWS)		5
	Project is designed (1-5)		5

\* In a unique situation the C/CAG Board has the discretion to fund a project between \$100,000 - \$250,000